

**Want McKenzie Highway Kept Free of Snow**

The Oregon State Motor association has, through its board of directors, passed a resolution requesting the highway department to keep the McKenzie highway free of snow until such time as the depth of snow makes such efforts uneconomical.

It is pointed out by the association that the first snowfall of the year stops traffic for a day, and the report is given out that the highway is closed, whereas the ground may be bare for two or three weeks following the first snowfall and the highway not in use, although open for traffic.

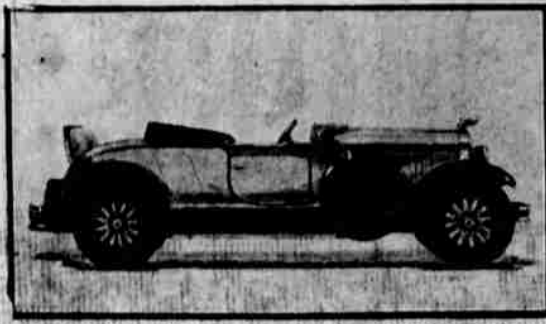
By the use of a snow plow mounted on a fast moving truck a light snow of the early fall could be removed almost as fast as it fell to the ground and a single fast moving truck could keep pace with the early storms. By this method the highway could probably be used for an additional six or eight weeks each fall before the heavy snows of winter made snow removal expensive and uneconomical. In very open winters this plan might succeed in keeping the highway open all year.

**Dodge 3-4 Ton**

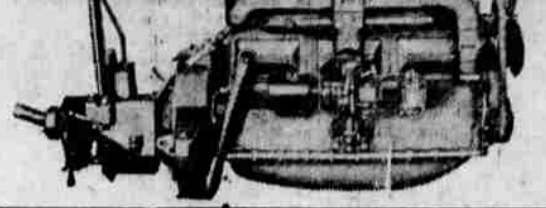
Panel motor overhauled, tires good; license and extra tire.

Ostendorf Motor Co.

**New Oakland "All-American" Six Motor Cars and Engine**



Sport Roadster and Landau Sedan, two of most beautiful cars in new Oakland line and right side view of new Engine.



**OAKLAND ANNOUNCES "ALL-AMERICAN SIX"**

Entirely new in design—larger, more powerful, more roomy—with a wheelbase of 117 inches, new engine, new chassis, new Fisher bodies, new Duco colors and a host of advanced engineering features—the Oakland All-American six is being presented throughout the nation this week.

This brilliant, flashing car of sleep greyhound lines is distinctly new—designed from the ground up by the skilled Oakland engineering staff for American standards of reliability, appearance, comfort and performance. Because the line is so thorough-

wheels are of larger diameter than used heretofore.

Among the more important, new mechanical features are a gasoline pump to supersede the long familiar vacuum tank—a new system of crankcase ventilation to reduce oil changes to a minimum and triple sealed oil protection by gasoline, air and oil filters.

A new and softer, acting clutch, a new and smoother transmission, a four bearing crankshaft, a 15 plate battery and new oiling system are among the noted plating, which is non-rusting, features of the car. Chrome preserves the bright finish on the nickel plated radiator shell and rims of head and cowl lamps and on the door handles of the sport models.

The new engine has a displacement of 212 cubic inches and is of the six cylinder L-head type, cast en bloc with the crankcase and cylinder block integral. It has a 3 1/4 inch bore and 4 1/4 inch stroke and develops 60 brake horsepower at 2,300 r.p.m.

The size and low-slung appearance of these cars may be gleaned from the fact that they have an overall length of 175 inches between bumpers, a road clearance of 5 5/8 inches and a height of but 70 inches from the ground to the top of the roof. Although the entire car has been lowered, no head room has been sacrificed in the spacious interior.

The low lines of the car are emphasized by a high, narrow radiator, sweeping full crown fenders, lower running boards, oblong windows, a double row of beading, and especially by larger tires on smaller wheels. Artillery wheels of 19 inch diameter are combined with 29x5.50 inch balloon tires. The spokes of the

Springs are mounted parallel to the frame, front springs being of carbon steel and rear springs of special alloy steel. The new rear axle ratio is 4.45 to 1.

The engine, transmission and clutch are all mounted as a unit power plant. The crankcase extends 2 3/4 inches below center line of crankshaft, and is heavily ribbed, giving exceptional strength and stiffness.

A prominent feature of the engine is the specially designed removable cylinder head, a new creation from the General Motors research department. In addition to being correctly proportioned for strength and lightness, each combustion chamber had a uniquely designed "step shaped" profile so as to break up unvaporized fuel and give a uniform burning of the gas. The employment of four curves in the sides of the combustion chamber effectively eliminates detonation.

The four bearing crankshaft is drop forged and counter balanced and weighs 75 1/2 pounds. Counter weights are forged to the shaft. Costly bronze backed, rabbit faced interchangeable bearings are used on the crankshaft. This bearing construction was introduced by Oakland four years ago. The connecting rods are drop forged from steel. Pistons are of semi-steel and 4 inches in length.

The vacuum tank has been replaced by a fuel pump, positive in action, which means that the car will never lack for fuel on the hills. Combined with this fuel pump is a gasoline filter. A new 13 gallon gasoline tank has capacity for fuel for a long journey.

Positive engine lubrication is insured by the use of force feed to the main and camshaft bearings and to the connecting rods through the drilled crankshaft and by spray to cylinder walls. The oil pan has 159 square inches of screen area. An oil filter is standard equipment.

The crankcase ventilation is a combination of air pressure and suction. The outlet is so shaped and located that the motion of the car keeps a draught blowing past it, creating a suction which draws the fumes out. An A. C. air cleaner is standard.

A belt driven water pump circulates 720 gallons of water an hour at a speed of 25 miles an hour. The radiator, which is 31 5/8 inches high, has a capacity of 14 quarts, while a thermostat built into the cylinder head controls the temperature of the cooling water.

The headlights are of the tilt-ray type with double filament bulbs, foot controlled by a switch on the floor board. Full automatic spark control gives the

**Automobiles Used On Rural Routes**

Rural mail is becoming motorized, according to the National Automobile club. Each year new automobiles are being added to the country mail service and with the increase of paved roads the entire system will undoubtedly be equipped with motor car delivery in the future.

**G. M. C. Truck**

2 1/2 ton with pneumatic tires; good mechanical condition; hand hoist with body to haul block wood.

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4-wheel brakes, 55 miles per hour, unequaled economy, more inside room, low center of gravity. Over 110,000 sold the first year! That tells Whippet's success story in a nutshell.

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	Whippet	Whippet "Six"	Coape	Whippet "Six"	Whippet "Six"
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Touring	625	765	Sedan	725	875
Roadster	695	825	Landau	755	925

Prices and specifications subject to change without notice. Prices f. o. b. factory, Willys-Overland, Inc., Toledo, Ohio

**Whippet**

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**Hup Sedan**

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- 1 1/2-Ton Truck (Chassis only) \$395
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